

## S. RES. 472

Whereas a carbon tax is a Federal tax on carbon released from fossil fuels;

Whereas a carbon tax would increase energy prices, including the price of gasoline, electricity, natural gas, and home heating oil;

Whereas a carbon tax would cause families and consumers to pay more for essential items such as food, gasoline, and electricity;

Whereas a carbon tax would cause the greatest hardship for the poor, the elderly, and individuals living on fixed incomes;

Whereas a carbon tax would lead to more jobs and businesses moving overseas;

Whereas a carbon tax would lead to less economic growth;

Whereas families in the United States would be harmed the most from a carbon tax;

Whereas, according to the Energy Information Administration, fossil fuels have made up not less than 80 percent of the total energy consumption of the United States since 1990;

Whereas a carbon tax would increase the cost of every good that is manufactured in the United States;

Whereas a carbon tax would impose disproportionate burdens on certain industries, jobs, States, and geographic regions and would further restrict the global competitiveness of the United States;

Whereas the ingenuity of the United States has led to innovations in energy exploration and development and has increased production of domestic energy resources on private and State-owned land, which has created significant job growth and private capital investment;

Whereas the energy policy of the United States should encourage continued private sector innovation and development and not increase the existing tax burden on manufacturers;

Whereas the production of the energy resources of the United States increases the ability of the United States to maintain a competitive advantage in the global economy;

Whereas a carbon tax would reduce the global competitiveness of the United States and would encourage development abroad in countries that do not impose that exorbitant tax burden; and

Whereas Congress and the President should focus on pro-growth solutions that encourage increased development of domestic resources: Now, therefore, be it

*Resolved*, That it is the sense of the Senate that a carbon tax—

(1) would be detrimental to families and businesses in the United States; and

(2) is not in the best interest of the United States.

#### SENATE RESOLUTION 473—EXPRESSING APPRECIATION OF THE GOALS OF AMERICAN CRAFT BEER WEEK AND COMMENDING THE SMALL AND INDEPENDENT CRAFT BREWERS OF THE UNITED STATES

Mr. CARDIN (for himself, Ms. COLLINS, Mr. LEAHY, Ms. AYOTTE, Mr. WYDEN, and Mr. PETERS) submitted the following resolution; which was considered and agreed to:

## S. RES. 473

Whereas American Craft Beer Week is celebrated annually in breweries, brew pubs, restaurants, and beer stores by craft brewers, home brewers, and beer enthusiasts nationwide;

Whereas, in 2016, American Craft Beer Week is celebrated from May 16 to May 22;

Whereas craft brewers are a vibrant affirmation and expression of the entrepreneurial traditions of the United States—

(1) operating as community-based small businesses and cooperatives;

(2) providing employment for more than 120,000 full- and part-time workers;

(3) generating annually more than \$3,000,000,000 in wages and benefits; and

(4) often leading the redevelopment of economically distressed areas;

Whereas the United States has craft brewers in every State and more than 4,400 craft breweries nationwide, each producing fewer than 6,000,000 barrels of beer annually;

Whereas, in 2015, 620 new breweries opened in the United States, creating jobs and improving economic conditions in communities across the United States;

Whereas, in 2015, craft breweries in the United States sustainably produced more than 24,500,000 barrels of beer, which is 2,800,000 more barrels than craft breweries produced in 2014;

Whereas the craft brewers of the United States now export more than 446,000 barrels of beer and are establishing new markets abroad, which creates more domestic jobs to meet the growing international demand for craft beer from the United States;

Whereas the craft brewers of the United States support United States agriculture by purchasing barley, malt, and hops that are grown, processed, and distributed in the United States;

Whereas the craft brewers of the United States produce more than 100 distinct styles of flavorful beers, including many sought-after new and unique styles ranging from amber lagers to American IPAs that—

(1) contribute to a favorable balance of trade by reducing the dependence of the United States on imported beers;

(2) support exports from the United States; and

(3) promote tourism in the United States;

Whereas craft beers from the United States consistently win international quality and taste awards;

Whereas the craft brewers of the United States strive to educate the people of the United States who are of legal drinking age about the differences in beer flavor, aroma, color, alcohol content, body, and other complex variables, the gastronomic qualities of beer, beer history, and historical brewing traditions dating back to colonial times and earlier;

Whereas the craft brewers of the United States champion the message of responsible enjoyment to their customers and work within their communities and the industry to prevent alcohol abuse and underage drinking;

Whereas the craft brewers of the United States are frequently involved in local communities through philanthropy, volunteerism, and sponsorship opportunities, including parent-teacher associations, Junior Reserve Officers' Training Corps (commonly known as "JROTC"), hospitals for children, chambers of commerce, humane societies, rescue squads, athletic teams, and disease research;

Whereas the craft brewers of the United States are fully vested in the future success, health, welfare, and vitality of their communities, as local employers that—

(1) provide a diverse array of quality local jobs that will not be outsourced;

(2) contribute to the local tax base; and

(3) keep money in the United States by re-investing in their businesses; and

Whereas increased Federal, State, and local support of craft brewing is important to fostering the continued growth of an in-

dustry of the United States that creates jobs, greatly benefits local economies, and brings international accolades to small businesses in the United States: Now, therefore, be it

*Resolved*, That the Senate—

(1) appreciates the goals of American Craft Beer Week, established by the Brewers Association, which represents the small craft brewers of the United States;

(2) recognizes the significant contributions of the craft brewers of the United States to the economy and to the communities in which the craft brewers are located; and

(3) commends the craft brewers of the United States for providing jobs, supporting United States agriculture, improving the balance of trade, and educating the people of the United States and beer lovers around the world about the history and culture of beer while promoting the legal and responsible consumption of beer.

#### SENATE CONCURRENT RESOLUTION 40—EXPRESSING THE SENSE OF CONGRESS THAT THE FEDERAL EXCISE TAX ON HEAVY-DUTY TRUCKS SHOULD NOT BE INCREASED

Mr. GARDNER submitted the following concurrent resolution; which was referred to the Committee on Finance:

## S. CON. RES. 40

Whereas there is a 12 percent Federal excise tax on new tractor trailer trucks and certain other heavy-duty trucks;

Whereas the 12 percent Federal excise tax is the highest percentage rate of any Federal ad valorem excise tax;

Whereas the Federal excise tax was first levied by Congress in 1917 to help finance the involvement of the United States in World War I;

Whereas, in 2015, the average manufacturer suggested retail price for a heavy-duty truck was more than \$178,000;

Whereas the 12 percent Federal excise tax adds, on average, an additional \$21,360 to the cost of a heavy-duty truck;

Whereas the average in-use, heavy-duty truck is 9.3 years old, close to the historical all-time high;

Whereas the Federal excise tax, by significantly increasing the cost of new heavy-duty trucks, keeps older, less environmentally clean, and less fuel efficient heavy-duty trucks in service for longer periods of time;

Whereas the model year 2002–2010 tailpipe emissions rules of the Environmental Protection Agency (in this preamble referred to as the "EPA") account for \$20,000 of the average price of a new heavy-duty truck;

Whereas, according to the 2011 EPA and National Highway Traffic Safety Administration Regulatory Impact Analysis entitled "Final Rulemaking to Establish Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles", model year 2014–2018 EPA-Department of Transportation fuel economy rules will add approximately \$8,000 to the price of a new heavy-duty truck;

Whereas the \$28,000 average per truck cost of these regulatory mandates results, on average, in an additional \$3,360 in Federal excise taxes;

Whereas achieving the goal of deploying cleaner, more fuel efficient heavy-duty trucks, given the \$30,000 average per truck regulatory cost, would be slowed even further if the Federal excise tax were increased;

Whereas achieving the goal of deploying heavy-duty trucks with the latest safety